

Havering Beam Parkway

16 July 2018

https://www.havering.gov.uk/info/20135/regeneration/620/beam_parkway_consultation/1

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups and is in support of the response from the local group Havering Cyclists.

General comments:

This scheme is supported. It represents major improvements for those walking and cycling in the area and connects key amenities together and is in line with a corridor of high potential for cycling according to TfL's Strategic Cycling Analysis and with significant numbers of collisions with those cycling.

Specific points about the scheme:

- As a matter of urgency, the scheme should be continued at both ends, into Barking & Dagenham to the West and south from the Dovers Corner roundabout, past the Tesco roundabout.
- It is imperative that those junctions that do currently not feature detailed designs are proposed to deliver a high quality of cycling and walking safety, comfort and amenity. Marsh Way and Manor Way junctions are both currently very problematic and it is important those walking and cycling are given enough signal time and not delayed to their disadvantage at these locations (and all other junctions). As such it may be desirable to ban some motor vehicle turning movements into/out of side roads on these junctions and/or introduce "hold the left" or other variants of junction to safely prioritise cycling and walking movements over turning motor vehicle movements. It is also imperative that any designs that do come forward take into full account the use of bidirectional tracks (see below).
- The design of bidirectional tracks crossing unsignalised side roads needs to be done carefully, to avoid risks of collisions, and it is imperative that such designs reinforce calm, slow and courteous driver behaviour as strongly as possible to mitigate such issues. Continuous footways and cycle tracks having priority across side streets is to be welcomed, but should be aimed to be done on very low turning movement side streets, where priority is further reinforced with steeply raised entry treatments, narrow turning radii and narrow entry/exit widths (reinforced with street furniture etc.). Modally filtering any through motor vehicle movements from such side streets may be necessary in some locations and/or signalising some crossings.
- Could the central median be removed entirely? This would enable more usable space for walking and cycling and likely reduce motor vehicle speeds through design. This would also

discourage riskier overtaking manoeuvres by motor vehicle drivers too.

- The design of the (bidirectional) tracks should be checked against any potential extension schemes beyond the current scheme boundaries to ensure continuity of provision.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated.